UNIVERSITAT POLITÈCNICA DE CATALUNYA
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Escola Superior d'Enginyeries Industrial, Aeroespacial i Audiovisual de Terrassa

BEKASI-EAST JAKARTA AIRPORT
GROUND SIDE

Report

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Contents

List of Tables

List of Figures

1 Prognosis

1.1 Aviation context in Indonesia

Indonesia is the fourth most populated country in the world and the largest economy in south-east Asia. Indonesia is also, a growing touristic destination because its outstanding nature marvels and cultural monuments. It's topography which is composed by many island makes essential the domestic air transport.

Jakarta (located at the island of Java) is the centre of government, commerce and industry of Indonesia. Currently Jakarta has an international airport (Soekarno-Hatta International Airport). It operates around the 250% over its design capacity and an interesting fact is that last year 40% of its flights were delayed. Efforts have been made to decrease this problem opening a small military airport for civilian domestic flights. Nevertheless, the problem still persists.

The current Jakarta airport cannot be expanded, due to nearby neighbourhoods. "Some news have been recently published by Jakarta authorities confirming the urge of a new airport around Jakarta to absorb the saturated traffic of the Soekarno-Hatta International Airport, even after constructing a new runway and terminal on it.

All in all, it is essential to construct a new airport. Moreover, the secondary airport, really small, is only focused on military and private services and does not have enough fields at its surroundings to expand, as Jakarta air traffic requires.

Therefore, the need for a new commercial airport near Jakarta is clear. Coming up next, a project for this new airport will be developed.

1.1.1 Airport location

The main idea to find a good location was to put the new Jakarta airport in an area not too far from the city with enough space to build a big airport which has opportunities to expand in a further future.

Following this parameters, the location chosen geographically is situated to the east of the city of Jakarta at 32 km from the city center. It is also located above the emerging city of Bekasi that in the last years is increasing its industry hosting several multinationals. In addition, the terrain is not edified yet and extensive, plus it is non-mountainous and obstacles-free.

Figure 1.1.1: Bekasi-East Jakarta Airport selected location.

It is a huge free obstacle flat field, without relevant slope gradients and the terrain is not edified yet. It is an exceptional location due to its huge amount of terrain available where companies could settle down taking advantage of the airport proximity, low terrain costs and direct connection with the down town. There is enough space to become also a logistic distribution centre of the island and Indonesia.

Finally, as it is an almost virgin land, communication is limited. Therefore, the solution is easy. The present Jakarta motorway will be extended. As it is shown on Fig. 1.1.1 indicated with a discontinuous line, there will be two connections between the current and the new highway.

Connection between airports will be achieved thanks to this new built highway. It will take 40min from door to door. Connection network of free-busses between both airports will make transfers safe and easy. There will be also available buses to and from the city centre, at low prices. During rush hours, a specific way will be delimited only for airport bus transfers.

1.1.2 Current traffic

The starting point has been Soekarno-Hatta Airport. As it can be seen on fig.1.1.2, currently Soekarno-Hatta Airport is handling volumes of passengers around 50 million passengers by year and its growth is about 5 million passenger per year.

The little passenger decrement over the 2014 and 2015 was due some serious floods that affected de Java island, during specially strong typhoons on the raining season.

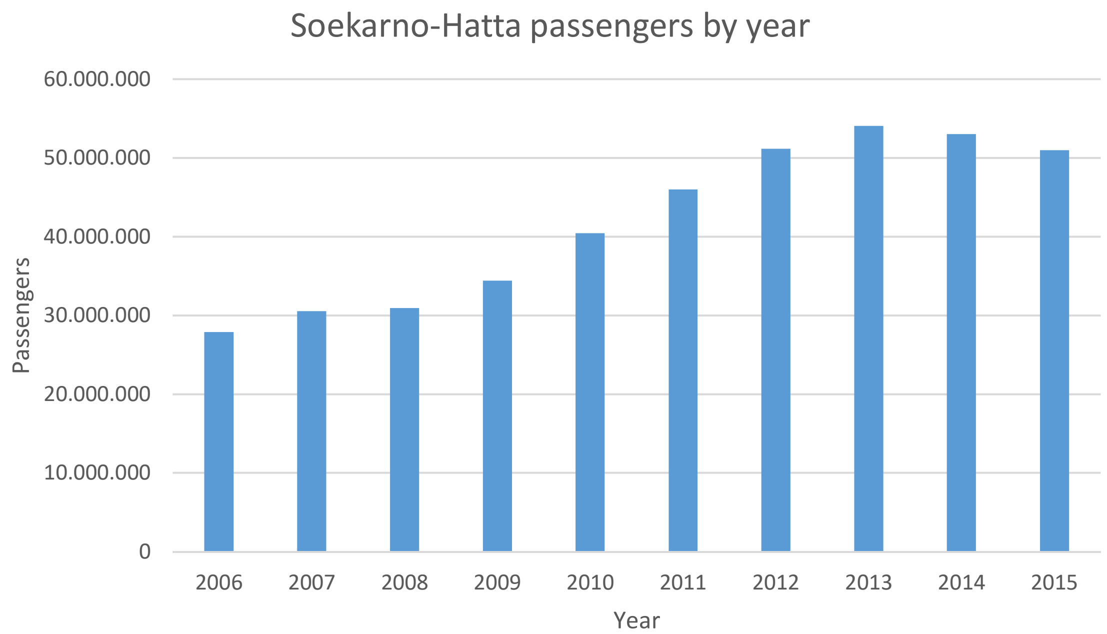


Figure 1.1.2: Soekarno-Hatta International Airport passengers by years

Monthly arrivals to Jakarta are represented on Fig. 1.1.3. On the one hand, from this figure is seen that as it was stated on the previous one, Fig. 1.1.2, volume of passengers grow every year, except the two past ones because nature inclemencies. On the other hand, monthly passengers distribution is pretty much equal every year with two well identified growth. The first one is during the summer months, June, July and August. Jakarta is a well known tourist country. The second, growth is really specific, is located on the last days of December, coinciding with the Christmas holidays. A lot of tourist visit this tropical country because Christmas here is so much different from the cold sites.

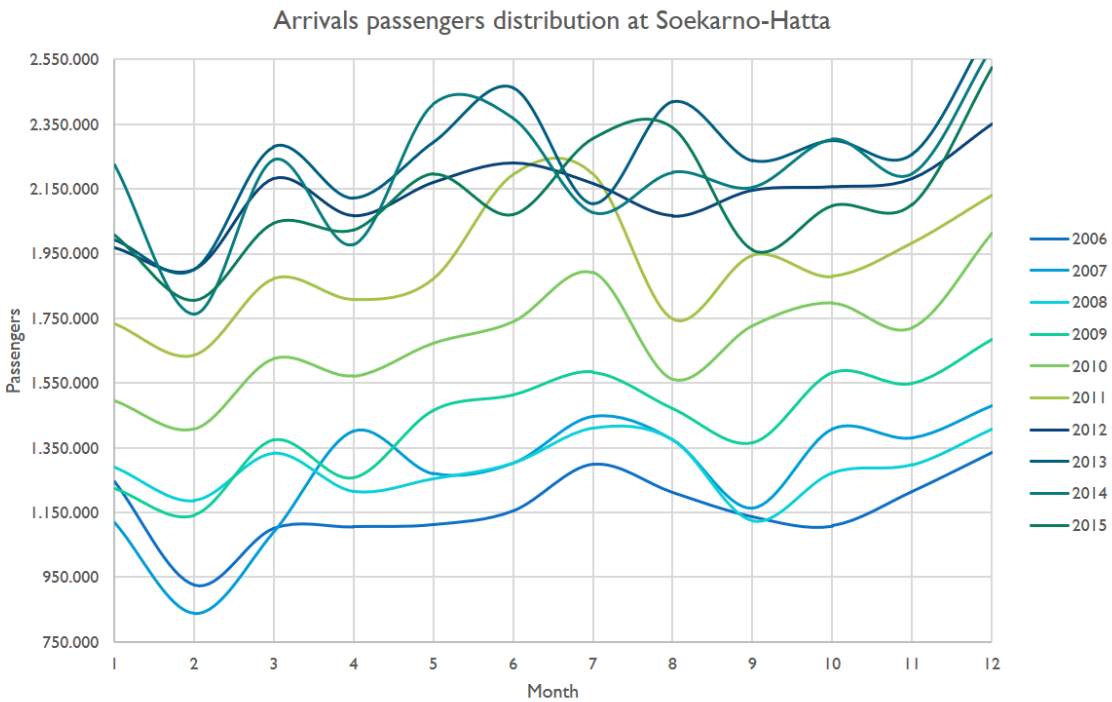


Figure 1.1.3: Soekarno-Hatta International Airport passengers by months

Soekarno-Hatta domestic (Fig. 1.1.4) and international (Fig. 1.1.5) operations distribution along the day on a mean day have the following pattern:

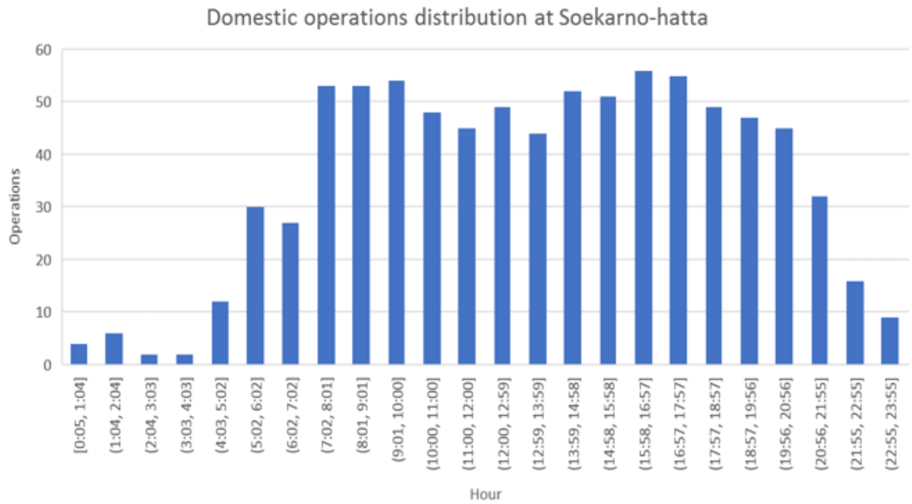


Figure 1.1.4: Soekarno-Hatta International Airport domestic flights distribution on busy day.

From Fig. 1.1.4 some conclusions can be extracted. Firstly, despite the airport is open all the year, 7 days a week, 24 hours. Commercial flights are concentrated between 07:00 AM and 10:00 PM, so, the airport is commercially active around 15h for day. Secondly, the two summits on the graph, suggest that airlines have two based planes on the airport for the short domestic flights. Finally,it is interesting to see how valleys between summits are full with arrivals, indicating that the airport is working with high volumes of operations.

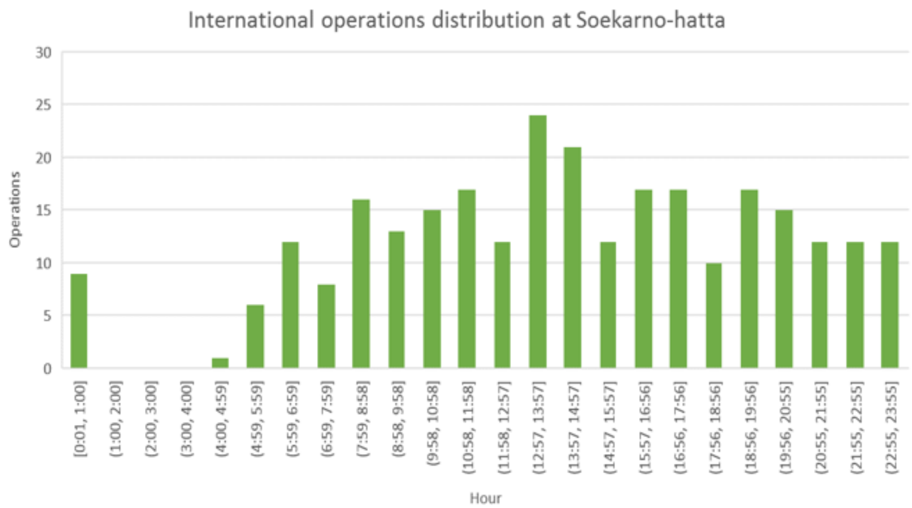


Figure 1.1.5: Soekarno-Hatta International Airport international flights distribution on busy day.

From Fig. 1.1.5, International operations show a clear summit at 01:00 PM, what leads us to think that airlines have one principal international plane based on the airport.

1.1.3 Occupation factor

It is being estimated from the **International Air Transport Association** (IATA) reports. The occupation factor will be 77%.

The previous value is being obtained seeing the historical Passengers Load Factors over Asia on the report [3]. Note that Passengers Load Factor refers to the Occupation factor. Also, a low [2] and high [1] passenger movements months reports, had been used to estimate this factor on flights over Asia Pacific sea islands.

Finally, from the last report on passengers

1.2 Reference aircraft

The new airport will have two runway with different Airfield reference keys. The International flights thought one, with 4E reference key and the domestic dedicated runway with 4C reference key.

New airport, will absorb around de 40% of Soekarno-Hatta International Airport air traffic.

As it can be seen, the most common code letter is C, but some big planes with code E can also appear. That is why, the new aircraft, despite it will be dedicated domestic flights, will be able to handle big international flights also, Fig. 1.2.1.

	Code letter				
Operation	A	B	C	D	E
Domestic	0%	7%	71%	2%	0%
International	0%	0%	2%	8%	10%
TOTAL	0%	7%	73%	10%	10%

Figure 1.2.1: Soekarno-Hatta International Airport aircraft class distribution.

1.2.1 Aircraft type for 4E reference key airfield

A380 is discarded, because the new airport aims to absorb domestic flights mainly but also some international traffic (close range). B777-300 and A330-300, are found to be the bigger planes with higher requirements to operate on the new airport.

Figure 1.2.2: Boeing 777-300

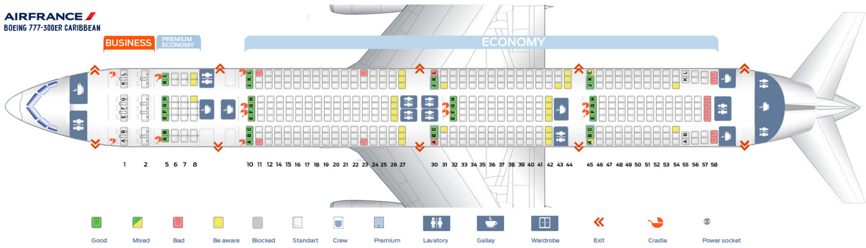


Figure 1.2.3: Boeing 777-300, seats distribution.

On the one hand, B777-300, on standard configuration carries 350 passengers and have a range of 5,240 nautical miles (9,700 km).

Figure 1.2.4: Airbus 330-300

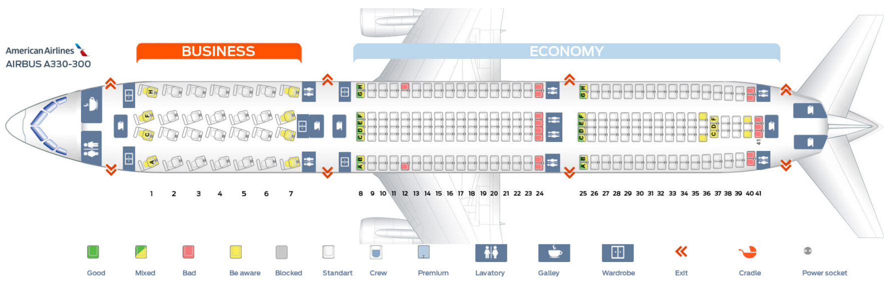


Figure 1.2.5: Airbus 330-300, seats distribution.

On the other hand, A330-300, on standard configuration carries 270 passengers and have a range of 11750km.

1.2.2 Aircraft type for 4C reference key airfield

B737-800, is chosen because have longer take-off requirements compared to A320 and other smalls planes, operating on the Jakarta area.

Figure 1.2.6: Airbus 320

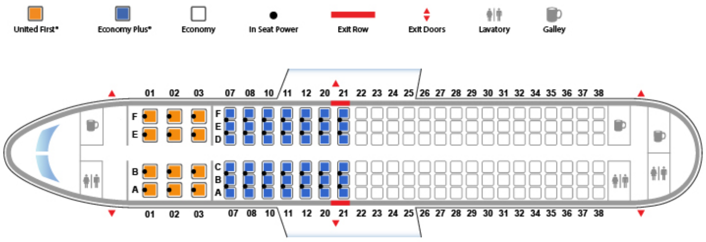


Figure 1.2.7: Airbus 320, seats distribution.

A330-300, on standard configuration carries 150 passengers and have a range of 6100 km.

1.2.3 Conclusions

Comparing the aircraft types for 4E reference key airfield, is possible to state that both two planes have almost identical operating conditions. The interesting facts that will be studied on the report will be: the biggest of the two MTOW for determining the runway length (Air side report) and the passengers seats configurations around Jakarta for determining the average passengers per plane.

This planes will both operate as regional airlines and as short international flights between nearby countries.

Aircraft type for 4C reference key airfield will operate as regional airliner, with planes that will allocate passengers volums between 150 -200 depending on the configuration. Selected number of passengers will be explained on the following prognosis study.

1.3 Forecast computation

In order to do a realistic study for the new Bekasi-East airport traffic, it is previously established the Soekarno-Hatta International Airport (CGK) as the reference airport for future operations prevision. According to one of the IATA main recommended methods for the elaboration of traffic previsions, data from historical series of CGK traffic has been used so as to be able to extrapolate the study horizons of the airport to be designed.

In order to do this, it is necessary to calculate the annual variation tendency of the different traffic parameters from historical data of the last years. Data mentioned is extracted from the "Directorate General of Civil Aviation" (DGCA) and "FlightRadar24" web pages.

With this information, the next step is to calculate the values of horizon scenario, which has been fixed in 15 years with respect to the airport inauguration (it is expected to be finished in 2020). The horizon scenario will be fixed then in 2035.

Before starting the study of passenger and operation demands, some important aspects will be taken into account:

- The airport to be projected will absorb nearly the 40% of CGK's current traffic, which corresponds to the percentage of delayed flights due to congestion.
- The growth tendencies, concretely the Compound Annual Growth Rate (CAGR), has been calculated using the data corresponding to the five more recent years. The expression used to calculate the values is the following one:

$$CAGR = \left(\frac{V_{fin}}{V_{ini}}\right)^{\frac{1}{t_{fin}-t_{ini}}} - 1 \qquad (1.3.1)$$

- The prediction of passengers and operations have been calculated using three possible scenario.
  - Neutral scenario: The growth is constant along time. This neutral scenario has been used to estimate the number of passengers and operations in 2035.

– Optimistic scenario: The growth is constant along time but in 2025 is multiplied by a factor of 1,5 due to, for example, a boom of tourism in the city.

– Pessimistic scenario: The growth is constant along time but in 2025 is divided by a factor of 2 due to, for example, a period of time with adverse atmospheric phenomena.

In addition, both the airlines as well as the percentage of operations absorbed from CGK are detailed in the following table:

AIRLINES	% OPERATIONS
Garuda	31.62
Citilink	7.11
Emirates	0.35
Etihad	0.44
Qatar	0.53
Total	40.05

Table 1.3.1: Airlines absorbed and operation percentages from CGK.

1.3.1 Passenger prediction

In this section it will be calculated the number of annual passenger both domestic and international in the horizon scenario in 2035.

Taking into account the historical passenger data collected from CGK airport, one can obtain:

Year	Domestic PAX	International PAX	Total PAX
2011	35.412.018	10.589.310	46.001.328
2012	39.499.760	11.674.136	51.173.896
2013	41.318.616	12.743.330	54.061.946
2014	40.531.384	12.489.680	53.021.064
2015	38.262.800	12.696.766	50.959.566

Table 1.3.2: Volume of passengers of the last 5 years in CGK Airport.

The CAGR's calculated from data in the table above:

- CAGR for Neutral Scenario

Type	Initial Value	Final Value	PAX CAGR
Domestic	35.412.018	38.262.800	1,95%
International	10.589.310	12.696.766	4,64%

Table 1.3.3: Neutral scenario passenger CAGR.

- CAGR for Optimistic and Pessimistic Scenario (applied from 2025)

Type	Optimistic PAX CAGR	Pessimistic PAX CAGR
Domestic	2,93%	0,98%
International	6,96%	2,32%

Table 1.3.4: Optimistic and pessimistic scenario passenger CAGR.

Using the growth taxes computed previously, it is obtained the following results in horizon scenario.

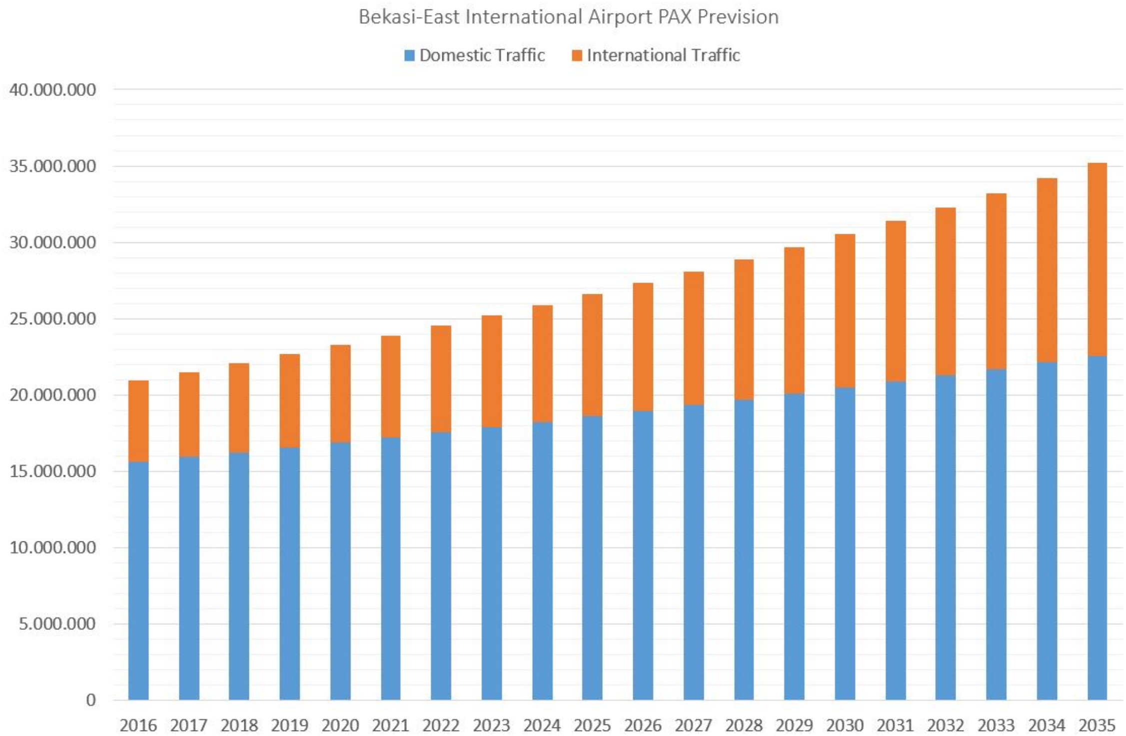


Figure 1.3.1: Bekasi-East Jakarta Airport passenger prevision.

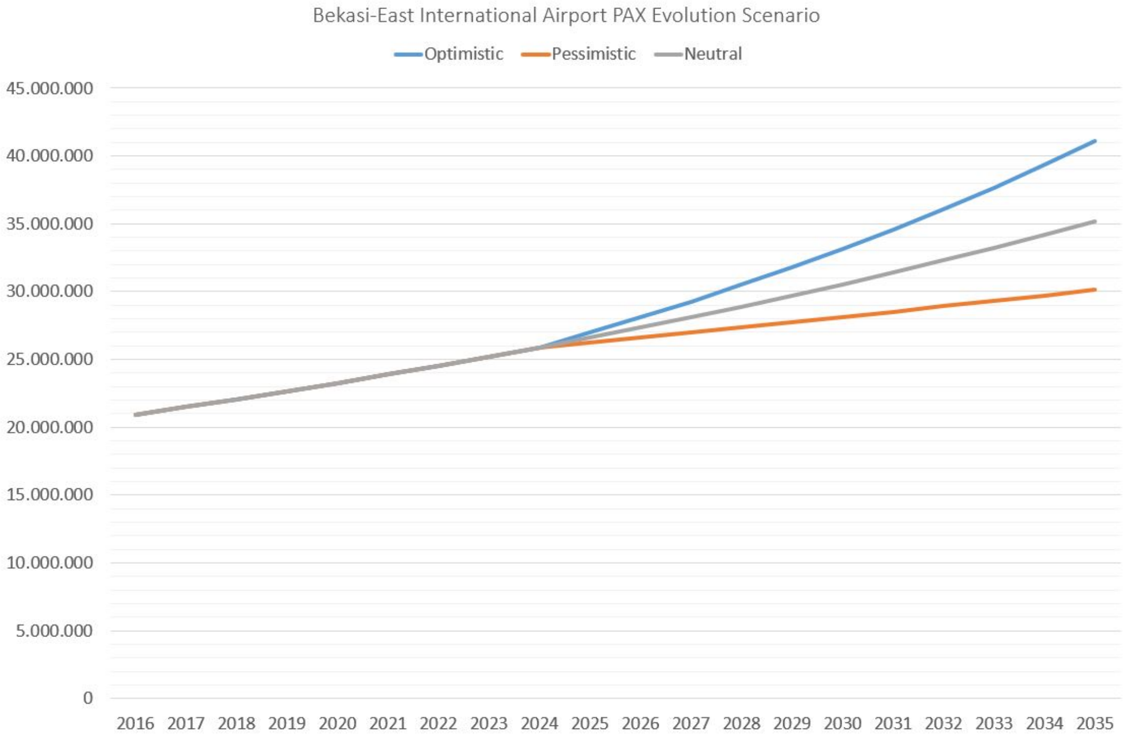


Figure 1.3.2: Bekasi-East Jakarta Airport passenger prevision for neutral, optimistic and pessimistic scenario.

1.3.2 Operations prediction

In this section it will be calculated the number of annual operations both domestic and international in the horizon scenario in 2035.

Taking into account the historical operations data collected from CGK airport, one can obtain:

Year	Domestic OPS	International OPS	Total OPS
2011	279.668	68.241	347.909
2012	327.416	79.288	406.704
2013	329.568	82.924	412.492
2014	331.120	115.184	446.304
2015	301.696	84.919	386.615

Table 1.3.5: Volume of operations of the last 5 years in CGK Airport.

The CAGR's calculated from data in the table above:

- CAGR for Neutral Scenario

Type	Initial Value	Final Value	OPS CAGR
Domestic	279.668	301.696	1,91%
International	68.241	84.919	5,62%

Table 1.3.6: Neutral scenario operations CAGR.

- CAGR for Optimistic and Pessimistic Scenario (applied from 2025)

Type	Optimistic OPS CAGR	Pessimistic OPS CAGR
Domestic	2,87%	0,96%
International	8,43%	2,81%

Table 1.3.7: Optimistic and pessimistic scenario operations CAGR.

Using the growth taxes computed previously, it is obtained the following results in horizon scenario.

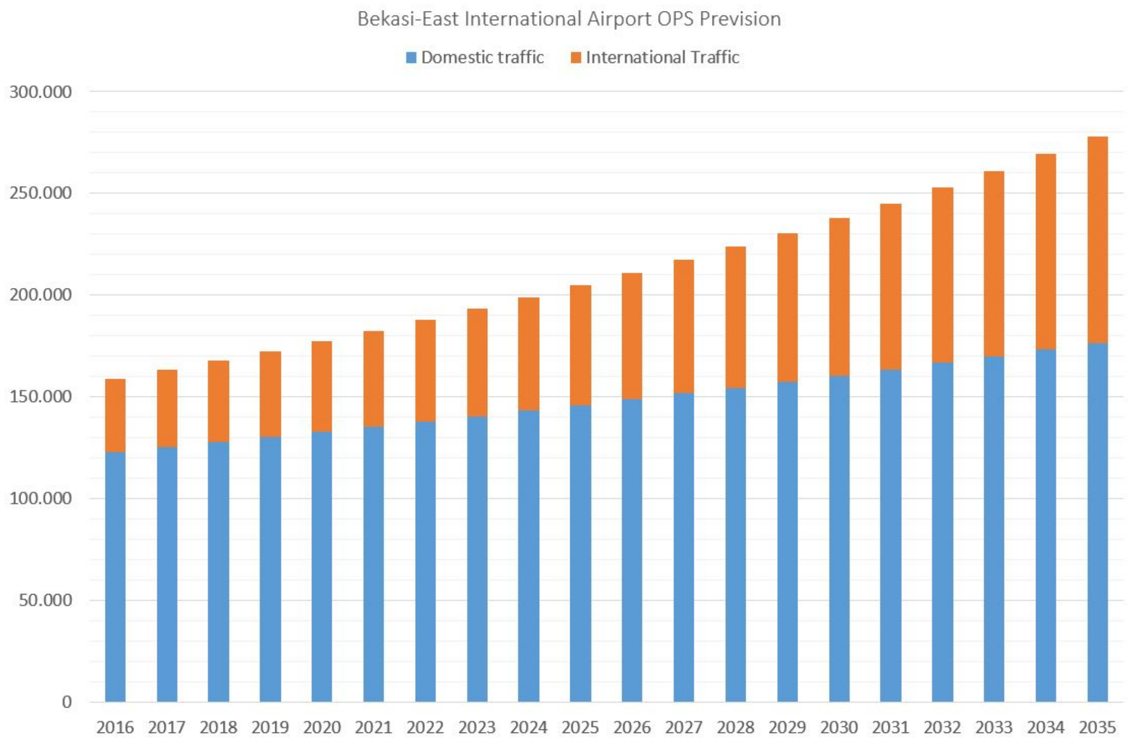


Figure 1.3.3: Bekasi-East Jakarta Airport operations prevision.

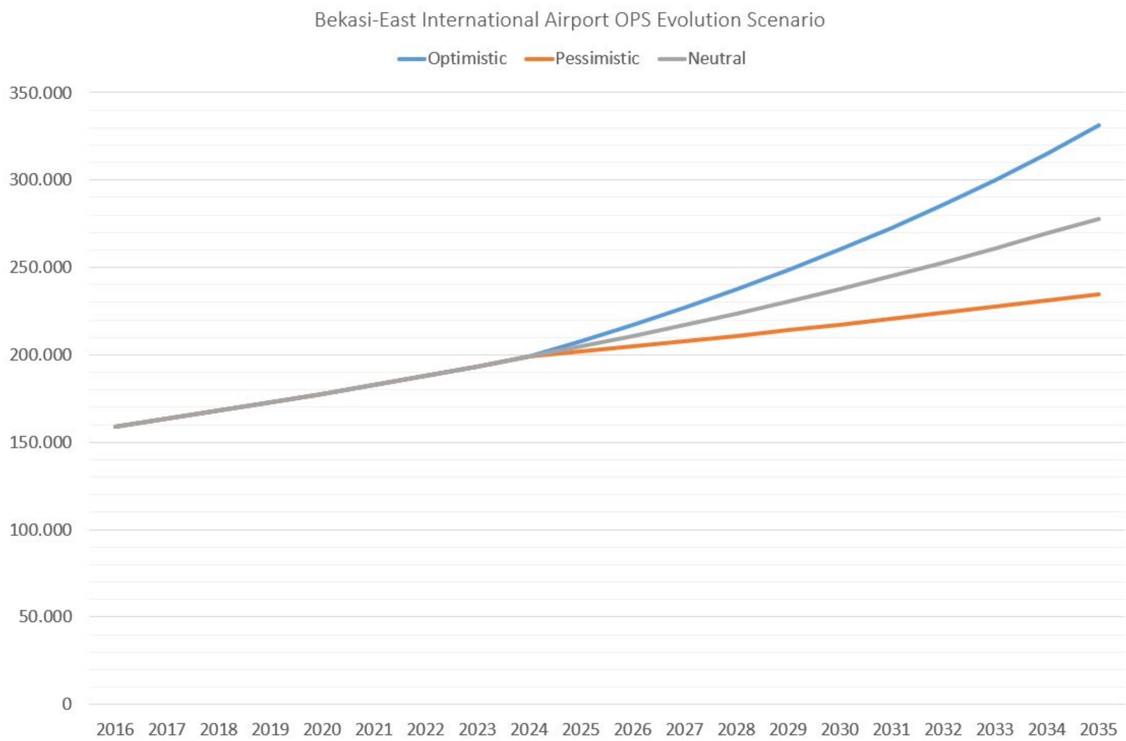


Figure 1.3.4: Bekasi-East Jakarta Airport operations prevision for neutral, optimistic and pessimistic scenario.

1.3.3 Flights on busy day

The total number of passenger and operations calculated for the horizon scenario in 2035 are:

Traffic in 2035	
Passenger	35.170.379
Operations	278.011

Table 1.3.8: Traffic of Bekasi-East Jakarta Airport in 2035.

IATA defines the busy day as the second busiest day in an average week during the peak month. An average weekly pattern of passenger traffic is calculated for that month. Peaks associated with special events such as religious festivals, trade fairs and conventions, and sport events, are excluded.

Having 2015 busy month values of passenger and operations for CGK airport and the total year values, the percentage of peak above mean can be calculated. Supposing this percentage above mean is conserved along time, it is easy to extrapolate the number of passenger and operations in busy day for the new Bekasi-East Airport. The following results are obtained:

Bekasi-East Jakarta Airport PAX in 2035			
Type	Domestic	International	Total
Total Year	2.233.960	1.253.000	3.486.960
Mean Month	22.568.860	12.601.519	35.170.379
Mean Day	1.880.738	1.050.127	2.930.865
Busy Day	73.778	41.009	114.787

Table 1.3.9: Determination of number of passengers in busy day.

Bekasi-East Jakarta Airport OPS in 2035			
Type	Domestic	International	Total
Total Year	176.525	101.486	278.011
Mean Month	14.710	8.457	23.168
Mean Day	484	278	762
Mean Hour	24	14	38
Max Hour	30	20	50

Table 1.3.10: Determination of maximum number of operations per hour.

With the number of maximum hourly operations and an utilisation factor of 77% for both domestic and international flights, the number of maximum passenger per hour in the airport is calculated.

Bekasi-East Jakarta Airport Peak Hour			
Type	Domestic	International	All
Utilisation Factor	77%	77%	-
Max PAX/OPS	189	189	-
PAX/OPS	146	146	-
Max PAX/H	4.394	2.870	7.264

Table 1.3.11: Determination of the peak hour passenger value.

2 Terminal building distribution

2.1 Surface distribution

The terminal building interiors will be distributed according to the FAA criteria. This method has been chosen because it differentiates between domestic and international passenger flows, which are very well defined at this airport.

In order to manage and distribute the space available, the forecasted traffic predicted in the prognosis is to be used.

In first place, as shown in table **??**, the surface corresponding to domestic traffic is distributed. According to prognosis data, the number of domestic passengers at design hour will be of 4850.

Surface	% out of total	m2/pax	m2 total
Departures	0.0435	0.609	2953.65
Arrivals	0.0435	0.609	2953.65
Waiting lobby	0.0739	1.035	5019.75
Restrooms	0.013	0.183	887.55
Kitchens	0.0652	0.913	4428.05
Restaurants	0.0652	0.913	4428.05
Offices	0.1957	2.739	13284.15
Other	0.0217	0.304	1474.4
Circulation	0.4783	6.696	32475.6
TOTAL			**67904.85**

Table 2.1.1: Estimated surfaces according to FAA (domestic flights).

In second place, as shown in table **??**, the surface corresponding to international traffic is distributed. According to prognosis data, the number of international passenger at design hour will be of 3168.

Surface	% out of total	m2/pax	m2 total
Departures	0.0435	0.609	2953.65
Arrivals	0.0435	0.609	2953.65
Waiting lobby	0.0739	1.035	5019.75
Restrooms	0.013	0.183	887.55
Kitchens	0.0652	0.913	4428.05
Offices	0.1957	2.739	13284.15
Other	0.0217	0.304	1474.4
General circulation	0.307	6.145	19467.36
Immigration	0.042	0.838	2654.78
Customs	0.084	1.676	5309.57
Health	0.028	0.559	1770.91
Other checkpoints	0.006	0.112	354.816
Circulation	0.198	3.966	12564.28
TOTAL			**63363.17**

Table 2.1.2: Estimated surfaces according to FAA (international flights).

Nevertheless, due to our airport structure and preliminary design, some of these areas are going to be shared between domestic and international passengers. This will allow to tighten the space and reduce the extension of the terminal building, which will be too extense for the number of passengers at design hour.

Therefore, the final dimensioning of the airport will be as follows, shown in table **??**:

General (shared)	m2	Domestic	m2	International	m2
Departures	4725.56	**Waiting lobby**	5019.75	**Immigration**	2654.78
Arrivals	4724.56	**Circulation**	32475.6	**Customs**	5309.57
Restaurants	7082.83			**Health**	1770.91
Offices	21248.50			**Other checkpoints**	354.81
Other	2358.27			**Circulation**	12562.3
Restrooms	1419.77			**General circulation**	19456.36
Kitchens	7082.83			**Waiting lobby**	3009.60
TOTAL	**48641.34**		**37495.35**		**45131.33**

Table 2.1.3: Total surface distribution of terminal building.

The total surface of the terminal building area, dedicated to passengers and airport management is of 131267 m^2.

2.2 Dimensioning of elements

1. **Check-in counters:** in order to define the check-in area, we have to determine the queueing area and the counters area. Considering the following parameters:

PHP(dep)	2000	50% for arrivals and departures
b	0	Connecting pax not processed in airside
y	20 min	Average ocuppation time
s	1.9 m^2	Recommended space by pax
o	1.5	Number of visitors for each pax
t	120 s	Average time of processed pax

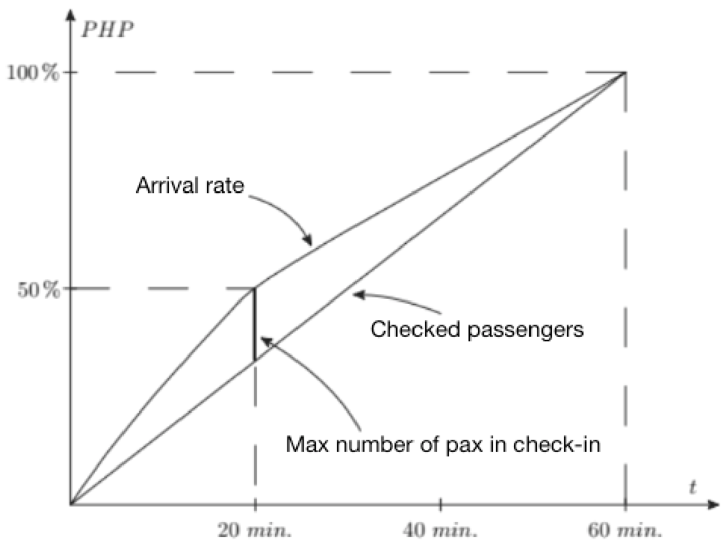


Figure 2.2.1: Plot PHP – time.

Looking at the figure, it can be seen that the maximum number of checked-in passengers is 50% in the first 20 min. Therefore:

$$\text{Fraction of total PHP} = \frac{PHP}{2} - \frac{PHP}{3} = \frac{PHP}{6}$$

Therefore, the queueing area is of:

$$\textbf{Queueing area} = 1.1\left(\frac{PHP+b}{6}s\right) \approx 700\mathrm{m}^2 = 750\mathrm{m}^2$$

Accounting for a security margin: Queueing area $= 750\mathrm{m}^2$.

The number of check-in counters must consider:

- Traffic characterized as international long-haul.

- The average passenger load in the hour before and after the peak hour is 70% of PHP.
- Maximum queueing time (MQT) is 10 minutes.
- Average time of check-in procedure (PTCi) is of 120 seconds.

We can compute the following factor:

$$X = \text{30-min peak at check-in} = PHP \cdot F1 \cdot F2 = 2000 \cdot 0.3 \cdot 1.35 = 810$$

Obtaining $F1$ and $F2$ factors from IATA tables:

Number of flights during the peak hour period	Domestic/Schengen/ Short-haul International	Long-Haul International
1	39%	29%
2	36%	28%
3	33%	26%
4 or more	30%	25%

Figure 2.2.2: F1: 30-min peak at check in as % of PHP.

Average passenger load in the hour before and after the peak hour period in % of the PHP	Domestic	Schengen/Short-haul International	Long-haul International
90%	1.37	1.43	1.62
80%	1.31	1.40	1.54
70%	1.26	1.35	1.47
60%	1.22	1.30	1.40
50%	1.18	1.25	1.33
40%	1.14	1.20	1.26
30%	1.11	1.15	1.19
20%	1.07	1.10	1.12
10%	1.03	1.06	1.06

Figure 2.2.3: F2: Additional demand based on previous and following flights to peak hour.

- MQT = 10 min (Maximum Queueing Time)
- X = 810 (30-min peak at check in)

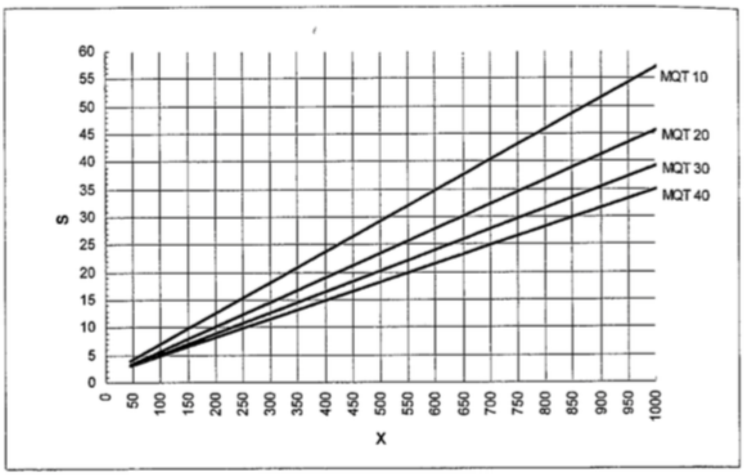


Figure 2.2.4: Plot: S-X-MQT.

We can determine S as 49 check-in counters. Also we can add a 20% for business class check-in counters.

$$\boxed{\textbf{Total number of check-in counters} = 59 \text{ counters}}$$

2. **Total passport control positions**: A multiple queue system will be used, having two accesses on each side, to reduce queues and passenger walking distances.

   Considering:

   - PHP(tot) $= 4000$ pax.
   - $b = 0 \quad \rightarrow$ connecting pax not processed in airside.
   - $t = 27\,\mathrm{s} = 0.45\,\mathrm{min} \quad \rightarrow$ average time per passenger in the process.

$$\boxed{\textbf{Positions number} = 1.1\frac{PHP + b}{60}\Delta t = 30}$$

   The total number of passport control positions will be 18. Since the ratio arrivals-departures is equal, the 50% will be assigned to departures and 50% to arrivals.

3. **Security controls:** To determine the number of x-ray machines needed, it is considered:

   - PHP(dep) $= 2000$ pax.
   - $b = 0 \quad \rightarrow$ connecting pax not processed in airside.
   - $y = 600$ u/h $\quad \rightarrow$ number of units that the machine is able to process in one hour.
   - $y = 2$ units $\quad \rightarrow$ baggage items carried by passenger.

$$\boxed{\textbf{X-ray machine number} = \frac{PHP + b}{y}w = 6.666 \approx 7}$$

   A number of 7 x-ray machines are needed to give service to the airport.

4. **Health controls:** In the arrivals area, a health control is placed randomly for the passengers arriving from international flights. Considering:

   - $t = 0.17$ min $\quad \rightarrow$ Average selecting process time.
   - $p = 400$ PAX $\rightarrow$ Number of PAX in the international critical aircraft (B777-300ER)
   - $m = 30$ min $\rightarrow$ required time to complete the control.

$$\boxed{\textbf{Number of positions} = \frac{p}{m}\Delta t \approx 3}$$

5. **Baggage claim area:** The dimensions of the baggage claim area, are compute according the following parameters.
   - PHP(arr) $= 2000 \rightarrow$ arriving passengers per hour.
   - $w = 30$ min $\rightarrow$ average time per passenger.
   - $s = 1.8\ \mathrm{m}^2 \rightarrow$ recommended area per passenger.

   $$\boxed{\textbf{Baggage claim area} = 1.1\frac{aws}{60} \approx 1000\ \mathrm{m}^2}$$

   To compute the number of baggage claim belts, it is considered:
   - $PHP = 1000 \rightarrow$ arriving passengers per hour.
   - $q = 0.7 \rightarrow$ proportion passengers in wide-body aircraft.
   - $r = 0.3 \rightarrow$ proportion passengers in narrow-body aicraft.
   - $y = 45$ min $\rightarrow$ average occupation time for wide-body aircraft.
   - $z = 30$ min $\rightarrow$ average occupation time for narrow-body aircraft.
   - $n = 400 \cdot 0.7$ min $\rightarrow$ number of pax in wide-body aircraft.
   - $m = 200 \cdot 0.3$ min $\rightarrow$ number of pax in narrow-body aircraft.

   $$\boxed{\textbf{Wide-body belts} = \frac{PHP_2 \cdot qy}{60n} \approx 4}$$

   $$\boxed{\textbf{Narrow-body belts} = \frac{PHP_2 \cdot rz}{60m} \approx 5}$$

   The total number of baggage claim belts is 6.

6. **Customs controls:** to determine the number of customs positions, the custom area needs to be defined.
   - $PHP = 2000 \rightarrow$ arriving passengers per hour.
   - $f = 0.8 \rightarrow$ proportion of inspected passengers.
   - $s = 1.5\ \mathrm{m}^2 \rightarrow$ area recommended per passenger.
   - $t = 2$ min $\rightarrow$ average passenger time.

   $$\boxed{\textbf{Number of customs positions} = \frac{PHP\Delta f}{60}1.1\Delta t \approx 59}$$

3 | Structural typology description

When it comes to building the terminal, it is important to specify which kind of materials are going to be used, and thus, the efforts that will hold the structure. In a general frame, it can be distinguished between two types of mechanisms of effort transmission to the foundation; firstly, the vertical efforts due to the gravitational load and, secondly, the lateral efforts due to the wind or possible earthquakes.

In the first case, the load-bearing elements work in compression and the ceilings work in bending-shear in the manner of a beam subjected to perpendicular loads in its plane.

In the second case, the same elements act differently. The ceilings receive and accumulate horizontal forces, working as a membrane and distributing forces between the different vertical elements, while the vertical elements work to bending-shear.

3.1 Foundation

Indonesia is a country with a very varied terrain due to the numerous geological faults combined with significant erosion. Volcanoes are the spine of Java. This irregular chain of volcanoes, which spread over the entire length of the island, forms the most active part of the 'Ring of Fire' volcano chain. The volcanism typical of Java's Island corresponds to the alkaline series, in which basalts, tephrites and phonolites predominate. Moreover, the zone is full of subterranean activity, earthquakes are fairly common. Most of them are not very powerful but it is very important to take into account this phenomena in terms of building the foundations.

The Island of Java is a region located in a area close to the coast, which implies the abundance of swampy land. Therefore, a deep foundation will be carried out in front of a medium or superficial one, since the superficial terrain will not be able to absorb the efforts that will transmit through a direct foundation.

Once selected the deep foundation method, it is proceed to define the geometry of the piles with which this foundation will be done. The piles to be used will be cylindrical and the relationship established between its height (H) and radius (R) in order to assure the consistency of the foundation is the following one:

$$\frac{Height}{Radius} > 15 \tag{3.1.1}$$

Usually, the height values of the piles will not exceed the 40 meters. From a conservative point of view, it has been selected a height of 35 meters and a base of radius 2.25 meters, which corresponds to a H/R factor of 15.55.

The last step to finish the foundation is to decide whether they are constructed with in situ piles or pre-fabricated ones. In the first case, piles in situ are better than the others in terms of acoustic pollution produced during its installation, but when it comes to low quality construction terrains it can not be the best solution. On the other hand, and therefore the remaining option, is the use of prefabricated piles, which are placed directly. The inconvenience is that this system requires the transport of the previously built piles to the site in which the foundation will be done. Moreover, it is important to take into account the very intense noise and vibrations this process will produce. Although the mechanism of intrusion of the piles by pressure is not suitable for all types of terrains, it is the appropriate method to build the foundations due to the characteristics of the region.

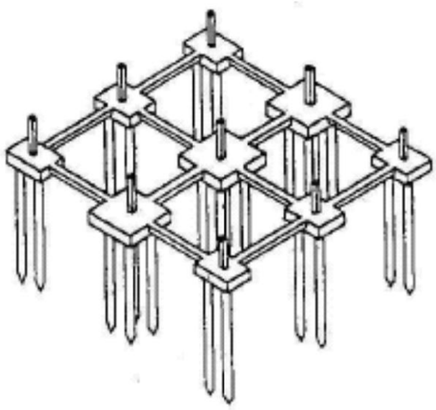


Figure 3.1.1: Schema of deep foundation with prefabricated piles.

3.2 Vertical elements

The pillars are the resistant elements responsible for supporting mainly compression loads in a vertical direction and also can absorb small lateral bending loads. The main function of them is to distribute the loads of the ceiling and the slabs to the foundation. It is important to remark that there is an alternative of vertical resistant elements, which are the loading walls but in case of Bekasi-East Jakarta Airport this solution will not be carried out.

The basic types of pillars found in construction are in situ reinforced concrete, prefabricated concrete, metal structure and mixed structure of steel and concrete. In the case of the new airport's terminal building, it is decided to make the pillars with mixed structure of steel and concrete. In this way, the pillars will have smaller sections than the those made of in situ reinforced concrete and will have more fire resistance than the metallic ones. Moreover, this type of pillars work very well in front of earthquakes, since the metallic armor is able to support the efforts in order to maintain the building up.

Starting from the foundation, the pillars of the ground floor will have a considerable section, since they will have to support greater loads and weight of the structure.

On the ground floor, in order to support the slab, pillars made of reinforced concrete will be used. The diameter of them will be 1 meter.

As far as the upper floor is concerned, some of the pillars from the ground floor will be extended to this level. At the level mentioned, it will not be necessary to place the same number of pillars as in the ground floor, since the structure in this case has to support less efforts and weight.

The distribution of the pillars can be seen in the drawings of the airport attached to the documents.

3.3 Slab

The slab is the horizontal structural element that directly receives the loads and transmits them to the remaining elements of the structure. Before deciding what type of slab will be used in the terminal building it is necessary to know the functions of it:

- Support itself and the loads received
- Support the construction process
- Solidarize all the elements of the plants
- Distribute the horizontal loads between all the elements
- Present compatibility of deformations with their functions
- Isolate the plants thermally and acoustically
- Resist to fire

It is also important to differentiate between types of slabs. It can be found unidirectional slabs, usually prefabricated or made of beams and vaults, and bidirectional, which can be waffle slabs or solid slabs.

Having a look to these different types of slabs, it is decided that the best option to the new airport terminal building will be a bidirectional waffle slab which will provide a bi-dimensional loads distribution. They are flat slabs without beams, composed of nerves in two directions, which can be built with recoverable moulds or with permanent lightening. The waffle slab must be filled with reinforced concrete and later framed. This process implies the need of approximately 28 days to be ready. The waffle frame allows to have higher lights than other ones and, in addition, there is no problem concerning its transportation, since it is built using in situ reinforced concrete.

Figure 3.3.1: Example of bidirectional waffle slab.

4 Indoor flooring

4.1 flooring typology

Indoor flooring or paving is the horizontal base of a building (or the different bases of each building level). It works as a support for people or furniture. Indoor paving can be provided with several types of coating (wood, ceramics, marble, et cetera).

The coating material is the first thing to be decided before choosing any other feature of the floor, such as color, texture or specific details.

In general, the most common used materials in flooring are: wooden floors, ceramic floors, petrous floors and those made of concrete. There are also other materials, such as metallic and artificial composite floors, although these are less common.

Depending on the application that is going to be given to the floor, or the indoor zone in which is going to be set up, one must take into account the following aspects:

- **Wear and tear resistance**: it is advised to use ceramic floors, petrous or concrete. For example, in circulation areas or stairs.
- **Perforation resistance**: some concretes with specific resistances, some petrous or ceramic floors.
- **Humidity resistance**: ceramic, petrous and ceramic offer a high humidity resistance; on the other hand, wooden floors are not recommended. To be taken into account in restrooms or rainy areas.
- **Resistance to chemicals**: some kind of petrous floors such as granite and specific ceramics. In zones where chemical pourings can happen.
- **Hygiene**: the floor must have the ability of being easily cleanable and waterproof, to show an attractive and newflanged aspect.

To back up the decision that has been made, some general features of each floor type are presented next:

- **Wooden floors**: Nowadays, and thanks to the advanced wood treatments, it is possible to find dyed and varnished wooden floors. These kind of floors can last up to 50 years. They add warmness to cool places; and with a proper setting and maintenance they can remain as untouched during several years. Among their disadvantages, it is found that they require special care for cleaning and mantaining and also they can be deteriorated with humidity or water pouring. Wooden floors can be natural, synthetic or laminated. These floors are more common in Europe.

- **Ceramic stoneware or porcelain stoneware floors**: These kind of floors have a decent price according to its usage. The average lifetime of a stoneware tile is of about 30 years. Naturally, they have low resistance to wear due to material properties, although the can be restructured to increase resistance.

- **Petrous floors**: Different kind of stones are used in flooring: marble, slate, granite, quartz, sandstone, etc. Their main advantage is the wear resistance. This resistance is greater than for ceramic stoneware floors. Due to the attractive patterns and high resistivity properties, these materials can be the most expensive.

  Regarding marble pavings, this material denotes nobility and it was usually used for paving prestigious places. Its main features are its aspect and resistance; its disadvantages are the coldness to touch, and the necessity of a high maintenance to avoid imperfections.

  Other rocks used in paving are quartz, slate and granite, being the lattest much resistant than marble, but very expensive to cut, prepare and set into the floor.

- **Vinyl floors**: Vinyl floors are easy to clean, they also resist humidity and water pourings. They are easy to replace and to set above other floor coatings. This kind of floors are thermic and electrical insulators. Among their disadvantages, they look artificial and need a careful and correct use to avoid imperfections.

- **Smooth concrete floors**: This kind of floors are easy to maintain and offer resistance. Drawings, shapes and colors can be designed on it. A proper instalation leads not only to a good appearance but also to a greater resistance avoiding wear and fissures.

- **Brick floors**: Brick floors are economic, providing a rustic decoration or also common in exteriors, they offer a high sensitivity to attrition and show wear in heavily-transited areas.

- **Carpet floors**: They are quite economic and of easy instalation, without the need of hiring specialized personnel. Like wooden floors, carpet is available in different colors and patterns and provides warmness, and add aesthetics in the place used. It insulates sound and temperature. Its main disadvantage is the accumulation of dust, and therefore it requires a constant maintenance. Carpet floors are very common in the U.S., specially in public places such as airports.

4.2 Floor covering

In any paving, before setting the upper finishing layer, which is different depending upon the zone, it is important to know the layers that have to be included in-situ:

- Surface layer
- Grip layer
- Leveling layer
- No-grip intermediate layer
- Structural base

4.2.1 Structural base

The structural base is the layer that lies onto the floor. In the particular case of indoor paving, it is formed by a ground slab.

Ground slabs, also knowns as floor framings, are classified in terms of stability as a consequence of hydraulic retention, according to the normative UNE 22202-1.

The thickness of the ground slabs is determined by means of structual criteria, as functions of the CBR (California Bearing Ratio). On the other hand, a solicitation computation is also required.

4.2.2 No-grip intermediate layers

To enhance the floor properties different layers composed by different materials are inserted. These layers are the following ones:

- Waterproof layer: this layer raincoats the floor against liquid water. It is recommended to use a polyethylene layer of a minimum thickness of 2mm.
- Drainage layer: it helps removing the water that might be stored by means of a small slope.

- Acoustic insulation: there are specific layers for this function, and it helps insulate and reduce the impact of aerial noise, which is spread within the structure.
- Thermal insulation: it enchances a greater thermal resistance.

4.2.3 Leveling layer

These kind of layers are used to achieve the required flatness of the firm, and if a certain slope is required, they also provide this slope.

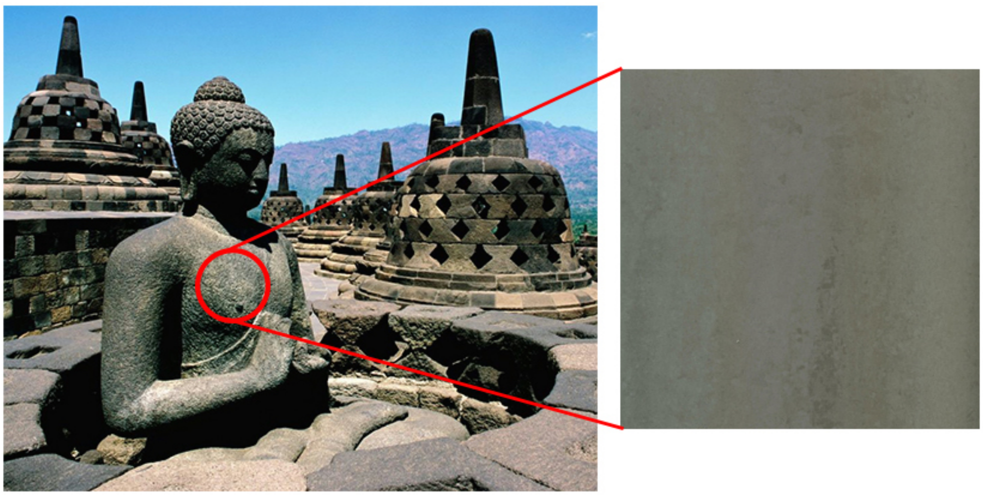
4.2.4 Grip layer

It consitutes the union between structural base and the tile or coating. It can be made of a leveling mortar or an adhesive. In the project, a leveling mortar has been chosen.

4.3 Design

The floor design and aesthetics is wanted to produce a homely and cozy feeling. In order to do so, it has been thought that it could fit with the tonalities of the landscapes that can be seen all across the country, and the beautiful sceneries that are spread along the islands and towns of Indonesia.

There is a lot of culture of esculptures in the islands of Java and Bali, for this reason, a floor design that reminds of the ancient sculptures of the country could fit in the airport and also provide a clean, elegant and cozy appearance.



On the other hand, an inspiration from the beautiful and relaxing beaches that the country offers, it has been chosen a floor that reminds of the sand that one can find in these beaches.

4.4 Superficial layer

4.4.1 Common areas flooring

In the common areas, it has been chosen to use a ceramic porcelain stoneware Floor Gres material, in particular the technical strong collection Chromtech/1.0 from the Floor Gres company, that is suitable for heavy traffic areas thanks to its high resistance. The color will be a neutral grey named cool/3.0 in the Floor Gres company color gamma.

Specification	Normative	Value
Water Absorption	ISO 10545-3	$< 0.1\%$
Breaking Strength	ISO 10545-4	> 1700 N
Scratch Hardness	ISO 10545-6	$< 150\text{mm}^3$
Thermal Shock Hardness	ISO 10545-9	Resistant
Chemical Resistance	ISO 10545-13	UA ULA UHA
Coefficient of Friction	DIN 51130	R10 (Matte)

Table 4.4.1: Technical Specs of Floor Gres Chromtech/1.0 floor.

The color chosen for our tiles within all the color shades is the one known as "Cool 3.0" with a matte and polished finishing.

Figure 4.4.1: Neutral gray color (Cool 3.0) from Floor Gres gamma.

The result of the floor chosen in the common areas is the following:

Figure 4.4.2: Result of instaling Chromtech/1.0 tiles in common areas.

4.4.2 Stairways and secondary areas flooring

Due to the high-end properties provided by the floor used in the common areas, it has been decided to use the same material but with a different tonality. In this case, the color chosen is a beige/taupe named Cool 1.0 in the Floor Gres color gamma. It is provided with a matte finishing.

The technical specs of these tiles are the same as for the tiles used in common materiales provided that the only change is the color. In general, this product provides an excellent finishing and it offers a high resistance. For this reason, it can be used in heavily-trafficked areas.

The color that has been chosen for stairways and secondary areas such as VIP lounges is the following:

Figure 4.4.3: Beige/taupe color (Cool 1.0) from Floor Gres gamma.

The result of the floor chosen in stairways and secondary areas is the following:

Figure 4.4.4: Result of instaling Chromtech/1.0 tiles in secondary areas.

4.4.3 Restrooms flooring

For the restrooms paving, it has been decided to use a rectified porcellanato tile, named "Portland Caliza" from the Spanish company Porcelanosa. These tiles are provided with anti-slip properties, making them exceptional for the usage in restrooms.

The color chosen is called "colored biscuit" and it is a neutral light gray:

Figure 4.4.5: Neutral light gray "Colored Biscuit" from Porcelanosa.

The result of instaling these tiles in the airport restrooms is the following:

Figure 4.4.6: Result of instaling Portland Caliza tiles in restrooms.

4.4.4 Offices flooring

The airport offices for ANSPs, customs and airlines are going to be provided with a porcelain stoneware tile called Basalike from a company called Panaria. The supply of these tiles is to be provided by the Italian company Sognando Casa, that manufactures several types of materials for indoor flooring.

These tiles offer an excellent natural finishing with an antislip index R10. The color chosen is a dark gray that inspires calmness and make the offices the perfect spot for working in any season of the year.

The color that will be instaled in the offices floor is the following:


Figure 4.4.7: Dark gray color in Basalike tiles from Panaria company.

The result of instaling these tiles in the airport offices is the following:

Figure 4.4.8: Result of instaling Basalike tiles in the airport offices.

These tiles have good quality and are optimum for an office flooring. In the next table, the technical specifications are shown:

Specification	Normative	Value
Water Absorption	ISO 10545-3	$< 0.5\%$
Breaking Strength	ISO 10545-4	> 1300 N
Scratch Hardness	ISO 10545-6	$< 175\text{mm}^3$
Chemical Resistance	ISO 10545-13	LA, HA
Coefficient of Friction	DIN 51130	R10 (Natural)

Table 4.4.2: Technical Specs of Panaria Basalike floor.

4.4.5 Automatic baggage handling system flooring

The automatic baggage handling system flooring is not so much sophisticated and for obvious reasons, ceramic or porcelanic tiles will not be used. In this area, polished concrete is to be used since it provides a set of good properties for this application:

- High surface mechanical resistance.
- Greater useful life than conventional concrete.
- High density and low porosity.
- Easiness of maintenance and cleaning.
- Low dust formation.

The supplying of the concrete and its respective polishing will be provided by the Spanish company EIROS, since it offers a good service at a honest price.

Figure 4.4.9: Result of instaling polished concrete in the ABHS system (SATE).

5 | Facade

In this chapter, the terminal building facade is going to be designed. To do so, different aspects and issues have been accounted such as: building location, solar incidence, among other factors.

Apart from the aspects that mainly constitute the facade, all the facade-integrated elements will be decided such as doors, windows and access gates.

5.1 Front, back and dock facades

5.1.1 Requirements and adopted solution

It has been decided to use a glass facade for several reasons. Apart from current trends and fashions, the reasons why it has been chosen are:

- **Providing a calming feeling to the passengers**: glass facades allow to see through them, enabling the passengers to see the take-offs and landings, making them lose fear and providing a relaxing feeling.
- **Increasing luminosity**: the glass facade increases luminosity naturally lighting the interior of the building during day-time hours. Sometimes, excessive sun incidence can be a disturbing factor that has to be studied and managed properly.
- **Providing a spacious enclosure**: the usage of glass facades increases the spacious feeling, being favorable for passengers and employees and thus, avoiding cramped enclosures.
- **Aesthetic reasons**: glass facades are modern and provide a beautiful innovative aspect from inside and outside. Furthermore, glass can be highly customizable (opacity, brightness, reflective...) allowing multiple design solutions.

The usage of glass facades is constrained by some rules that have to be fulfiled:

- **Safety**: in order to avoid that glass breaks or falls apart, it must be used laminated glass (sheet glass). This kind of glass, additionally offers a high protection against UV rays, filtering up to 99% of them.
- **Thermal insulation**: since the facade is an exterior element, it is important to account the thermal insulation. It is highly recommended to use double layered glazing to avoid heat loss, reduce heating consumption and increase comfort.
- **Acoustic insulation**: greater or lesser thicknesses or camera widths (in double layered glazing) are to be defined to improve acoustic attenuation.
- **Mechanical issues**: depending upon the loads and solicitations, the thicknesses will be greater or lesser.

Glass facades present several typologies. In order to justify why it has been chosen one or another, the main four types are going to be presented next:

- **Curtain wall**: this system is used in small-medium magnitude. Glass is installed in front of slabs, and it provides a complete closing, giving a modernity aspect.
- **Ventilated facade**: glazing system in which a double skin is applied on a curtain wall.
- **Windows closure**: this system is instaled between slabs. It allows to obtain a quick closing of closures, since each level is independent from the others. It is not necessary using firewalls between slabs, because there is no contact point between two closures.
- **Spider system**: in this system, the support is provided by stabilizing connectors such as tensioners, glass ribs or steel pillars, that are adhered to the glass surface by means of structural fittings called "spiders".

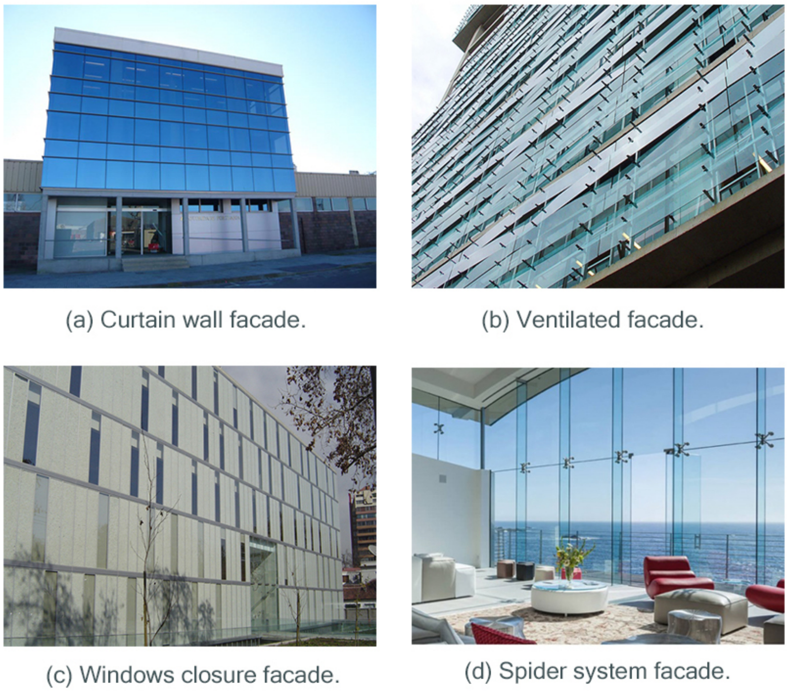

(a) Curtain wall facade. (b) Ventilated facade.
(c) Windows closure facade. (d) Spider system facade.

Figure 5.1.1: Glass facades typologies.

Due to the building complexity and the beautiful finishing design, it has been chosen to use a spider system facade. Within this type of facades, there are three different types depending upon the structural fittings that are used: glass ribs, steel pillars or tensioners.

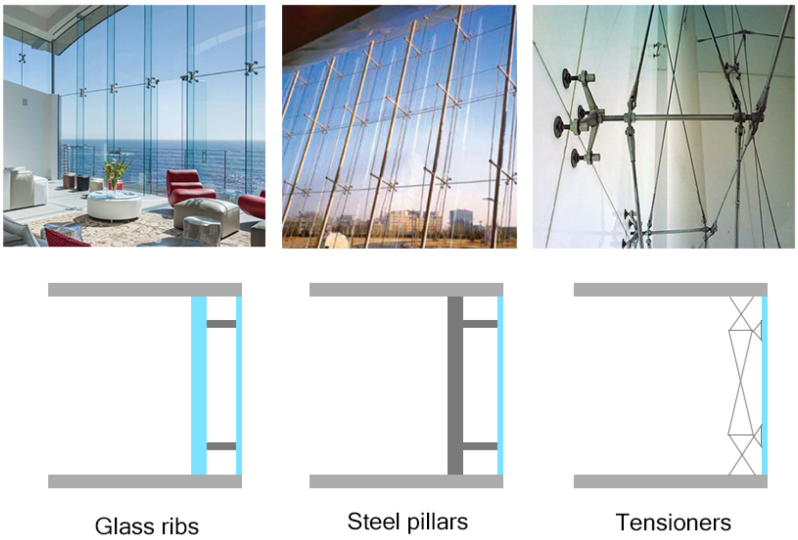


Figure 5.1.2: Spider glass system typologies.

According to the building characteristics, it has been decided that the spider glass fittings will be steel pillars. The other systems would be too expensive given the dimensions of the building and would become the structure much complex.

5.1.2 Glass

The glass to be used is in charge of the SunGuard company. This company recommended to use the Guardian SunGuard Extra Selective SNX 60 glass. It is one of the best products of solar control glass avilable in the current industry.

The SNX 60 has an attractive, uniform, neutral and transparent appearance, regardless the angle of vision. The internal color reflexion has been optimized, allowing a more neutral color tone when it is seen from the inner part of the building.

This glass, allows the incidence of 60% of neutral light and only 29% of solar heat. It is leader in the market for being one of the products with higher selectivity (ratio between light transmission and solar factor). SNX 60 is available in annealing version (recocido) or temperable. Below, one can find a table with the main characteristics of the selected glass:

	Luz visible				Energía solar			Factor solar (g) EN 410 [%]	Valor Ug (EN 673) Argón 90% [W/m²K]
	Trans-misión [%]	Reflexión exterior [%]	Reflexión interior [%]	Índice de variación de color	Transmisión directa [%]	Reflexión exterior [%]	Absorción [%]		
SNX 60	Doble acristalamiento 6-16-4, SunGuard eXtra Selective en #2								
Recocido	60	13	13	93	27	38	35	29	1,0
Templable	60	14	13	95	27	41	32	29	1,0

Figure 5.1.3: Selected glass characteristics (SNX 60).

For illustrative purposes, the glass chosen would look as follows in the building:

Figure 5.1.4: View of a building made of SNX 60.

5.1.3 Spider system with steel pillars

The Spider system has been contracted to the German GLASSCON company. They offer all the fittings system for anchoring the glass. The chosen solution has been: Steel supporting solution type "GL/SSS". In this case, only steel pillars would be used, tensioners are not necessary.

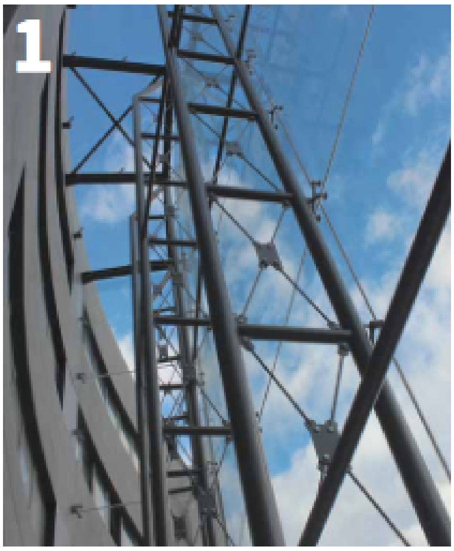


Figure 5.1.5: Steel supporting solution type "GL/SSS" (GLASSCON).

5.1.4 Steel and concrete mixed columns

Mixed columns are a combination of concrete columns and steel columns, joining advantages from both types of columns. Mixed columns have a greater ductility than purely concrete ones; also, fittings and unions can be built using steel construction techniques. The concrete filling not only provides a greater capacity for supporting loads but also increase the fire resistance.

Different profiles are used for mixed columns. It has been decided to use tubular columns for aesthetical reasons and for the following reasons:

- Concrete filling provides greater stiffness and greater ability of supporting loads in tubular columns. Therefore, aesthetic and thin columns can support large loads without increasing external dimensions.
- Tubular design is useful for concrete framing and reinforcement.
- No necessary extra equipment is needed for concrete filling in the tubular design rather than the equipment used in usual concrete works.

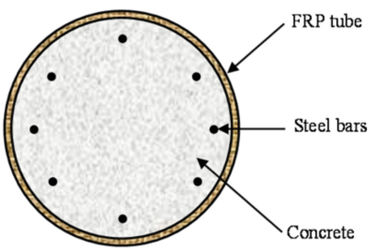


Figure 5.1.6: Mixed steel and concrete tubular column.

In-situ concrete will be provided by the company PT Hume Concrete Indonesia, located a few miles away from the airport location. Tubular steel pillars will be provided by another Indonesian company called Mittal Steel Company.

The columns will be used for supporting the building cover and will have a thickness (diameter) defined by the the structural design team.

5.2 Secondary areas facade

5.2.1 Facade (prefabricated concrete)

The secondary areas facades of the building, which do not have any aesthetical requirement (since it is where the ABHS (SATE) system, offices and handling dependencies will be allocated) are decided not to be made of glass.

Several necessities need to be fulfiled, for instance, privacity of the offices but always trying to search for an attractive appearance for the people who will work there.

For this reason and also for its insulation properties, prefabricated concrete has been decided for closures in the lateral facade including elements such as doors, gates and windows where required.

This material is based on large concrete panels formed in the factory, for this reason, its shapes and dimensions are standardized. The option of providing thermal insulation is available and they can be used either in vertical or horizontal orientation. Another advantage is that they do not need surface finishings since these are included in the forming, as a consequence are aesthetically attractive. The biggest disadvantage is that the structures are heavy and they need a good base structure to make the anchorage.

Other advantages of this structure are: high resistance, clean work, high availability, high durability, excellent fire resistance properties, relatively low price with respect to traditional facades.

The panels are made of architectonic concrete, namely, they are steel-armed concrete. Variable dimensions, thicknesses (from 8cm) and weights are available. These panels have the following features:

- Supporting structures (they are part of the building structure transmitting mechanical stresses to the ground or foundation.
- Preformed multilayer with thermal insulation. The insulation material that they contain

is expanded polystyrene.

The companies offer prefabricated panels, with a special design to include windows or doors inside.

The company that will provide these prefabricated concrete panels will be Hormipresa S.A., that is leader in its sector having carried out a wide range of projects of all kinds.

Next, the dimensions, properties and features of the slabs (panels) to be instaled are presented:

Weight [kN/m^2]	Length (L) [m]	Thermal ins. [kcal/h C m^2]	Acoustic ins. [dbA]	Fire resistance [Ei-min]
4.00	12	0.43	53.5	120

Table 5.2.1: Properties and features of the instaled panels.

The rectangular slabs will have the following dimensions:

- Longitude (L): 12 m
- Longitude (w): 3 m
- Thickness (e): 2 m

Nevertheless, a set of slabs of specific measures will be ordered for areas where the design needs a different kind of measures rather than the standard ones.

Another issue to be defined is the surface finishing that the lateral facade will have.

Figure 5.2.1: Surface finishing catalogue.

The selection has been the smooth gray color, from the catalogue above. Within this possibilities, and taking into account the design of the terminal building it has been decided that this color is which suits the best. The secondary areas facades will be connected with the glass facade described in the previous section.

5.3 Other elements

5.3.1 Main doors

Due to the large dimensions of the terminal building and multiple accesses, there are 4 main entrance and 4 main exit revolving doors in the terminal building. The provider company is GEZE established in Germany.

The door model to be used are GEZE fully-automatic revolving door TSA 325 NT, which has an interior diameter of 3600mm.

The main features of this product are:

- They are activated by a motion detector inside and out.
- Adjustable automatic speed, the run out time can be freely set to "summer" mode (longer) or "winter" mode (none). In order to avoid heat loss.
- Optional disabled button can be used to reduce the rotation speed and to ensure easy access for wheelchair operators or persons with limited mobility.
- Type-approved according to DIN 18650 and certified.

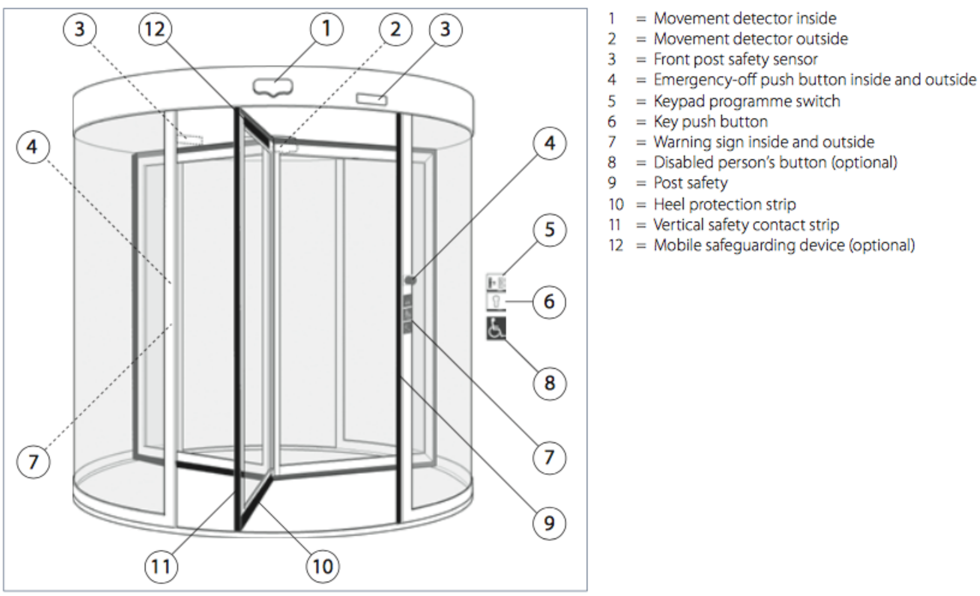


Figure 5.3.1: Revolving door selected for terminal building main entrances and exits.

For illustration purposes, the result of using these revolving doors in the terminal building would be:

Figure 5.3.2: Revolving door selected for terminal building main entrances and exits.

5.3.2 Access bridges

Access bridges between terminal and jetway (gangway to the aircraft) are the connecting structures between the jetways to access the aircraft and the terminal building. Due to the dock structure of our terminal, an access bridge will be located at each boarding gate.

The constructive materials in the terminal building are mainly composed of steel beams, the bridge pillars will be made of prefabricated concrete, with the objective of easen the assembly and possible disassembly, in the eventual case that a fixing or a terminal building enlargement are needed.

Figure 5.3.3: Access bridge connecting terminal and jetway.

For the main bridge structure, steel alloys will be used for ceiling and floor, square shaped profile for vertical bars. Also, transversal beams of cylindrical profile will be used for tangential efforts absorption.

Asthetical finishings will be done keeping the facade aesthetics followed in the whole terminal building, for that reason the glass will use the same Spider system as presented before in section 5.1.

5.3.3 Emergency doors

Emergency doors have been subcontracted to the DORMA company. This company offers products for emergencies and escape route systems.

It has been chosen to use DORMA TV100 doors that are provided with locking devices that immediately unlock secured escape route doors on activation of the emergency pushbutton, in the event of an emergency and for authorized users.

They are equipped with an electromechanical locking mechanism and provide jam-free unlocking irrespective of loads. Doors are provided with an anti-corrosion protection, since they are made of a very sturdy metal. Furthermore, this system complies with the German guidelines on electrical locking systems for doors used in emergency exits and escape routes (EltVTR).

Figure 5.3.4: Emergency doors provided by DORMA.

5.3.4 Automatic baggage handling system doors

ABHS (SATE) access from apron and vice versa, has been decided to be made with a series of doors distributed by all around the building, with the purpose of promoting the efficiency and quickness in loading and unloading baggage. These doors would be roll-up doors, since this way, the door can remain open without disturbing the operators, and be closed when activity is finished. As a consequence, the indoor temperature and humidity can be kept; therefore, reducing heating consumption inside of the building.

The doors chosen have been from the company Stormtite, and the model is AP Model 627. These doors answer the demand for reliability, durability, flexibility and thermal efficiency.

Figure 5.3.5: Stormtite AP Model 627 doors for ABHS (SATE).

6 Building cover

The building cover is the constructive element which protects it at the top and, by extension, the supporting structure of the element itself. Before choosing the best solution for the terminal building of Bekasi-East Jakarta Airport, it is important to remember the features expected from a building cover:

- Resistance and stability, the cover has to support its own weight and possible overloads due to snow, wind, etc.
- Atmospheric barrier outdoors, must protect from water, wind, sun.
- Hydrothermal insulation, a vapour barrier must be installed to prevent condensation inside the thermal insulation.
- Acoustic barrier, must be protected from aircraft noise and vibrations.
- Thermal and fire insulation.

In addition, the cover also has to be aesthetic when facing the users of airports. In other areas you never see the building covers, but in this case many customers will arrive by plane and the cover will the first thing to be seen when arriving at the airport.

6.1 Solution adopted

In this terminal building, a metal cover with sandwich structure is chosen as the best solution. It has many advantages in front other types of covers involving the covering, supporting structure, insulation and aestheticism of both inside and outside the building. The core made of expanded polyurethane allows to obtain a fire resistance of 2 hours. In addition, these covers are able to support great bending efforts thanks to the design of the panels and its thickness. As soon as the installation is concerned, also thanks to the composite structure it has, it allows to install the cover, insulating elements and other final details in a single stage. In this way, the reduction of the costs is significant.

6.2 Shape and inclination of the building cover

The solution adopted for the shape and inclination of the cover, taking into account the rainy climate in the region of Indonesia, is to build a mixed cover. In the centre part and concerning all the length of the pier, the cover will be curved while in the rest of the terminal an inclined cover of 5 degrees will be used.

This type of covers are the most efficient ones when evacuating water because they do not generate leak-tightness and no extra support is necessary since gravity acts on its own. Moreover, the maintenance is not so much and consequently the costs generated due to this are lower than in other kind of covers. The only disadvantage it has the impossibility of installing machinery above the cover.

6.3 Used materials

Detailing cover materials, it can assumed that due to the high temperatures in Jakarta, the heat focus will be located in the outer surface of the cover and it will be necessary to protect the terminal from heat by adding a good insulator between layers.

The main structure of the sandwich-type metal cover consists of two steel faces with low thickness joined together by a central insulating core. This insulating layer is very important due to the high temperatures reached in Jakarta, which will affect by the most part at the outer layer of the cover. The interesting point here is not to transfer this heat generated to the inner steel layer and, consequently, to the interior of the terminal building.

This type of panel is self-supporting. The sides of the upper face are outlined as nerves on which a top layer is placed. To close the thermal bridge, the steel plate which form the panel are separated by a lateral tape and in the middle of this section, the insulator is found. The panels are fixed to the belt frame by means of self-tapping screws that are hidden for aesthetic reasons.

The company that will supply the cover panels is *EUROPERFIL*, the number one in cover construction sector in its region since 2014. The metallic profile used is the model *EUROBASE 106 CS* and its properties can be seen in the following figure:

Figure 6.3.1: Cover steel panel used.

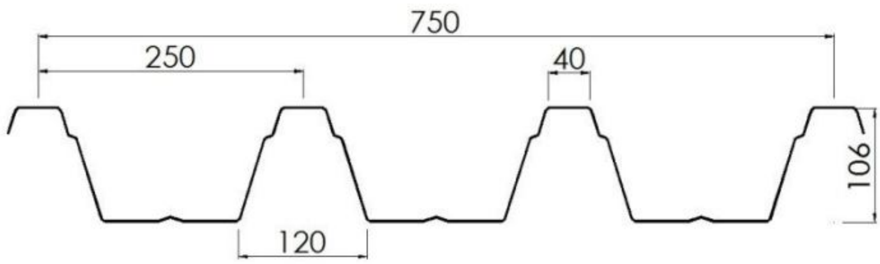


Figure 6.3.2: Detail of the cover steel panel's section.

Inside the two metallic layers of the cover, the insulator is placed. It is usually used polyurethane, expanded polystyrene or fibreglass. In addition, this structure can have an area to pass some facilities needed in the terminal building.

The thermal insulator is placed between the outer and inner plates. In this kind of systems it is advisable to use glass wool blankets because they guarantee an excellent thermal and acoustic insulation, it resists very well to fire, the installation is easy to do and they have no problem to be placed between the two steel layers. The installation of this kind of insulator will be very fast and brings flexibility since, in case of a future extension, it can be substituted by a bigger one.

The company that will supply the thermal insulation of glass wool is *RSA GLASSWOOL*. It is chosen glass wool of 50 mm thick, which generates a great thermal and acoustic insulation and a total guarantee of safety in case of fire. It is supplied in form of blankets and panels with or without coating, making it feasible to be used in a wide variety of situations.

Figure 6.3.3: Insulator used between the steel panels of the cover.

6.4 Drainage system

In order to avoid possible problems of accumulation of water in the cover although this one is inclined, it is recommended to design a system of channels to collect rain water. The drainage system will consist of two parts; the downpipes and the sinks. The first, will use part of the pillars so as to evacuate the water through the interior of the terminal building. There will also be downpipes on the facade, connected by channels that can easily be obstructed. A small hole will be placed at half height in order to check the correct operation of the system and make easier the maintenance of it. A fact to take into account is that it is required to correctly isolate the downpipes inside the pillars, since in case of a bad isolation it can cause a malfunction of them and thus, a serious structural problem.

The sinks of the drainage system will be installed in the cover and it will be assured they will not be part of weak points, so they should be adapted to the needs of the cover.

6.5 False ceiling

So as to make possible the distribution of electrical cables, pipes and other kind of facilities to ensure the correct operation of the airport, a false ceiling will be installed in the terminal building. This will make possible to hide some elements which are not aesthetically visible.

It is decided to build a false ceiling of about 300mm thick. This element is designed to have no structural responsibility and it will be made of plasterboards, which is the best option both for its properties and price. The company that will supply the material will be *KNAUF*, concretely the model *Knauf Acustik*, which is characterized for improving the acoustic performance of the system by up to +4 dBA, due to the perfect study of its density. Non-combustible plasterboard offers great advantages when it comes to handling, such as making curves or decorative shapes.

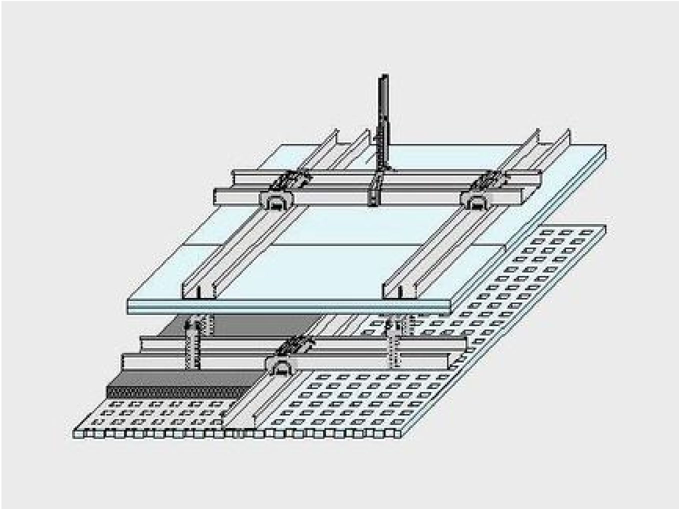


Figure 6.5.1: Structure of the false ceiling provided by *KNAUF*.

7 Indoor closures

The interior of the terminal building has been designed so that users are able feel they are in an open space without vertical impediments, so the number of indoor closures is the minimum possible. The indoor closures are those spaces in which different activities are performed. The toilets are a clear example of this kind of areas, as well as those areas used by the airport staff.

7.1 Hallways

For these spaces, an enclosure based on prefabricated partitions formed by plasterboards and isolating materials. The main advantages are the ease and speed of construction, it is economical, easy to maintain and has good thermal and acoustic insulating properties. In the hallways of the terminal building, good acoustic insulation is the most interesting factor to take into account, to separate the different areas dedicated to different activities and, in addition, a good fire resistance so that in case of having fire, it will be confined between partitions.

The partition supplier company is *PLADUR®*, concretely it will be used the models *PLADUR® F* and *PLADUR® FONIC*. The first one is in accordance with the norm EN-520 and is formed by a plaster soul and glass fibre, which contributes to a better fire resistance. On the other hand, the second one is in accordance also with EN-520 and is formed by natural plaster soul recovered on its two faces by cellulose sheets specially treated so as to improve its acoustic insulation properties.

7.2 Offices

These spaces do not have to be always placed in the same manner, it can present several distribution changes throughout its useful life, so it would be advisable to use a mobile or removable enclosure for an easy adaptation of the area according to the requirements of the moment.

The supplier company for these elements will be *PROTECNICS GLOBAL*, concretely the model *BUSINESS COMBI*, an elegant solution created to meet the needs of functionality and space (see Figure 7.2.1). This model provides a high degree of personalization and a wide variety of solutions. It consists of a 100mm thick structure formed by extruded aluminium hidden profiles. On this structure, a double board of agglomerated wood of 19mm thickness covered in melamine will be placed, edged on its seen sides with 1mm of PVC and rock wool of 40mm thickness between panels. the panels will be anchored to the structure by means of an aluminium fixing system with a 2 mm thick neoprene seal. The glazed areas are provided with aluminium frames with rubber profile to seal perimeter, either the option of a single glass or double glass.

Figure 7.2.1: Terminal building offices provided by *PROTECNICS GLOBAL*.

7.3 Passport controls

Passport control facilities have to ensure the safety of the workers and users. For this reason, it will be used armoured materials.

The solution adopted is to use armoured glass from the supplier company *VITROMART®*, concretely the model *Blindex®*. This model consists of sandwiching two sheets of glass and one polyvinyl butyrate (PVB) film, joining both parts by the simultaneous action of controlled heat and pressure, achieving an optimal optical quality sheet (see Figure 7.3.1). It also offers a high range of protection against impact and penetration to it. At the same time it acts as an excellent barrier against sound.

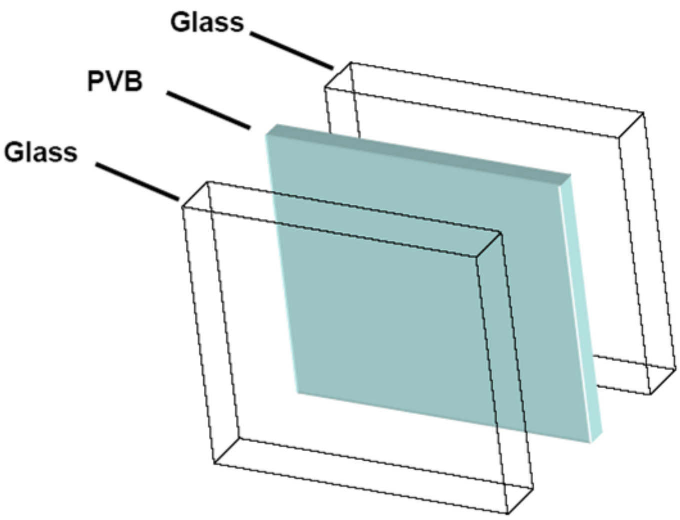


Figure 7.3.1: *Blindex®* glass structure used for passport controls.

7.4 Toilets

For hygienic and odor reasons, it is necessary to separate the toilets from the common spaces and, in addition, it is required acoustic insulation. The enclosure must allow to support the necessary facilities to fulfil the function of toilet.

The best solution for these spaces is to use opaque and fixed enclosures, since in this case they are non variable elements, they will always be located in the same position. The most optimal solution for closing the toilets are in situ enclosures made with ceramic hollow blocks (see Figure 7.4.1). In this way, rows of blocks will be joined with cement mortar and a final coating based on tiles will be used (see Figure 7.4.2). These blocks will not have any structural requirement.

The company supplier of the blocks is *CERAMICAS ARCIS* and the one supplying the tiles is *ONDACER S.L.*

Figure 7.4.1: *CERAMICAS ARCIS* ceramic blocks used for the toilets.

Figure 7.4.2: *ONDACER S.L* tiles used for covering the ceramic blocks used for the toilets.

7.5 Elevators

Elevators are those elements allowing a vertical movement inside the terminal building. They must be able to charge a lot of people during the day, as well as all the luggage they take with them. In order to avoid claustrophobic attacks, the elevators have to be well illuminated and have to transmit a safety impression.

The solution adopted for the elevators is the *SCHINDLER 5500* from the company *SCHINDLER* (see Figure 7.5.2). The main features can be seen in the following table.

Key figures

Capacity	630 to 2'500 kg
Travel height	Up to 150 m
Door width	800 to 1'400 mm
Door height	2'100 to 2'400 mm
Drive	STM Technology regenerative drive option
Speed	1.0 to 3.0 m/s MMR and MRL
Number of floors	50 floors (60 landings)
Car groups	Up to 8 cars expandable with PORT Technology
Interior	4 deco lines from functional to sophisticated glass panel option bare car option
Fixtures	Mechanical or touch-sensitive buttons dot matrix display or TFT LCD
Door types	T2L, T2R, C2, C4 glass doors optional

Figure 7.5.1: *SCHINDLER 5500* elevator key figures.

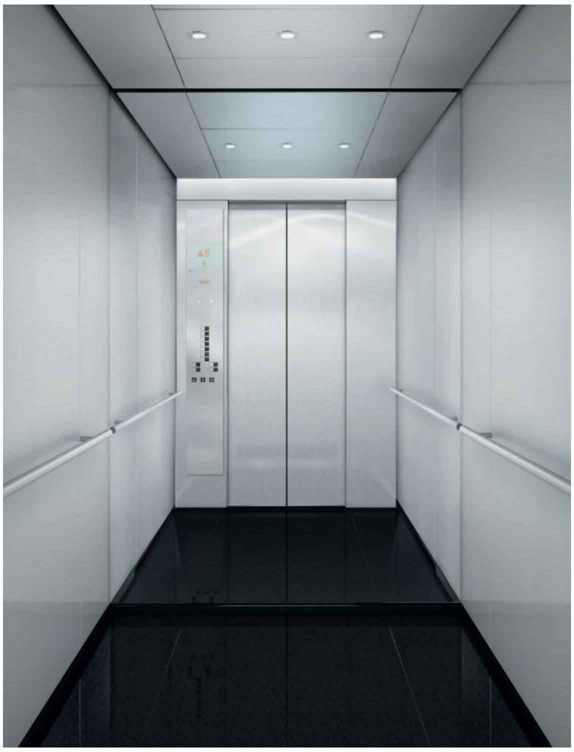


Figure 7.5.2: *SCHINDLER 5500* elevator used in the terminal building.

8 Fire prevention

8.1 Fire prevention regulations

For fire prevention, ANNEX 14 V1 from ICAO, [5] and Airport Service Manual regulations will be taken into account, [4].

8.1.1 Level of protection

From ICAO Annex 14 V1, [5], the level of protection at an aerodrome for rescue and firefighting should be equal to aerodrome category determined using the principles in articles *9.2.5* and *9.2.6*.

Table 8.1.1 is used to determine the aerodrome category taking into account the longest aeroplanes normally using the aerodrome.

The biggest plane using the aerodrome is the Boeing 777-300 which have a length of 74m and a fuselage width of 6.2m.

According to this data, the **Aerodrome category** is **9**.

Aerodrome category (1)	Aeroplane overall length (2)	Maximum fuselage width (3)
1	0 m up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

Figure 8.1.1: Aerodrome category for rescue and firefighting.

8.1.2 Extinguishing agents

Also, from ICAO Annex 14 V1, [5], section 9, the amounts of water for foam production and the complementary agents to be provided on the rescue and firefighting vehicles shall be in accordance with the aerodrome category.

From *Airport Services Manual (Doc 9137), Part 1*, [4] and the category of the airport, the level of performance selected is **level A**. Now the table 8.1.2 can be used to determine the minimum usable amount of extinguishing agents for the airport.

Aerodrome category	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Dry chemical powders (kg)	Discharge Rate (kg/second)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	350	350	230	230	160	160	45	2.25
2	1 000	800	670	550	460	360	90	2.25
3	1 800	1 300	1 200	900	820	630	135	2.25
4	3 600	2 600	2 400	1 800	1 700	1 100	135	2.25
5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25
6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25
7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25
8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5
9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5
10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5

Note.— The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category.

Figure 8.1.2: Minimum usable amount of extinguishing agents.

For a category 9 aerodrome with performance level A, the minimum usable amount of water is 36400 L and 13500 discharge rate foam solution per minute, for 450kg of dry chemical powders with a discharge rate of 4.5kg/s.

Following the directives from article 9, the amount of foam concentrate provided on a vehicle should be sufficient to produce at least two loads of foam solution. Foam concentrate carried on fire vehicles in excess of the quantity identified in Table 8.1.2 can contribute to the reserve.

8.1.3 Rescue equipment

Rescue equipment commensurate with the level of aircraft operations should be provided on the rescue and firefighting vehicle(s).

8.1.4 Response time

The operational objective of the rescue and firefighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions.

On the figure 8.1.3, the firefighting station location over the airport can be seen along the distances to the runways headers.

Considering a conservative value for the average velocity of a fire truck, around 60km/h. Is possible to state that the response time doesn't exceed the three minutes to any point of each operational runway. The response time for a the farthest runway header (01R) is 2min 40s, giving a 20s margin for fire-fighters to put its equipment on.

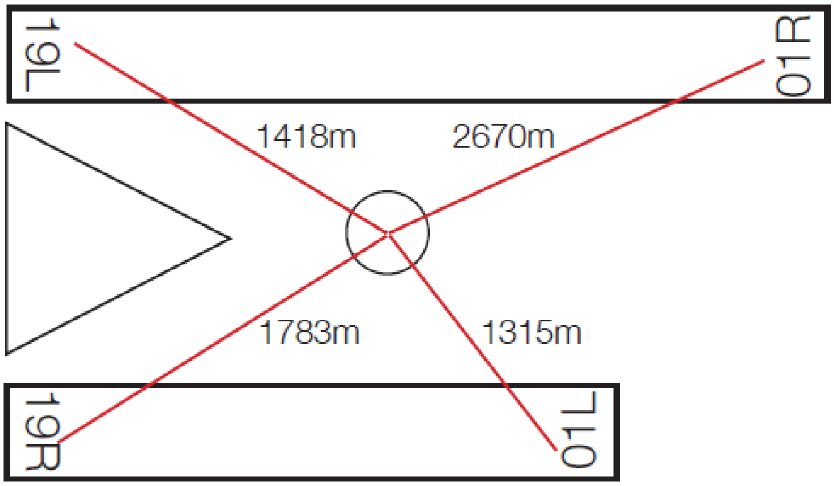


Figure 8.1.3: Firefighting station location with runways headers distances.

Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 8.1.2 shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.

Additionally Jakarta Fire-fighters station is at 25 km away and could provide auxiliary support.

8.1.5 Emergency access roads

Tanks to the airport is on a perfectly flat terrain, is possible to go across the concrete terrain, following an straight line to the headers. There are also, auxiliary roads near to the taxiways.

8.1.6 Fire stations

Fire-Fighters station with two floors linked with vertical slide bars and stairs.

Ground level: a quick and direct garage for 3 vehicles, plus lockers and depot.

First floor with all the facilities such as gym, rest area, bedrooms, washroom, dinning room and infirmary.

8.1.7 Number of rescue and firefighting vehicles

According to Table 8.1.4, the minimum number of rescue and firefighting vehicles provided at an aerodrome should be 3, because aerodrome is category 9.

Aerodrome category	Rescue and firefighting vehicles
1	*1*
2	*1*
3	*1*
4	*1*
5	*1*
6	*2*
7	*2*
8	*3*
9	*3*
10	*3*

Figure 8.1.4: Minimum characteristics of rescue and firefighting vehicles.

8.1.8 Personnel

All rescue and firefighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fuel fires.

The rescue and firefighting personnel training programme shall include training in human performance, including team coordination.

All responding rescue and firefighting personnel shall be provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner.

Sufficient trained and competent personnel will be designated to be readily available to ride the rescue and firefighting vehicles and to operate the equipment at maximum capacity. These personnel will be deployed in a way that ensures that minimum response times can be achieved and that continuous agent application at the appropriate rate can be fully maintained. Consideration will also be given for personnel to use hand lines, ladders and other rescue and firefighting equipment normally associated with aircraft rescue and firefighting operations.

8.2 Chosen materials

8.2.1 Building elements

8.2.2 Materials

9 | Bibliography

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